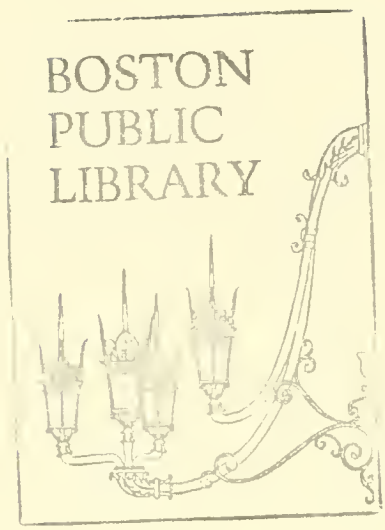
GOVDOC
BRA
1427


BOSTON
PUBLIC
LIBRARY

BRA
1427

BOSTON
PUBLIC
LIBRARY

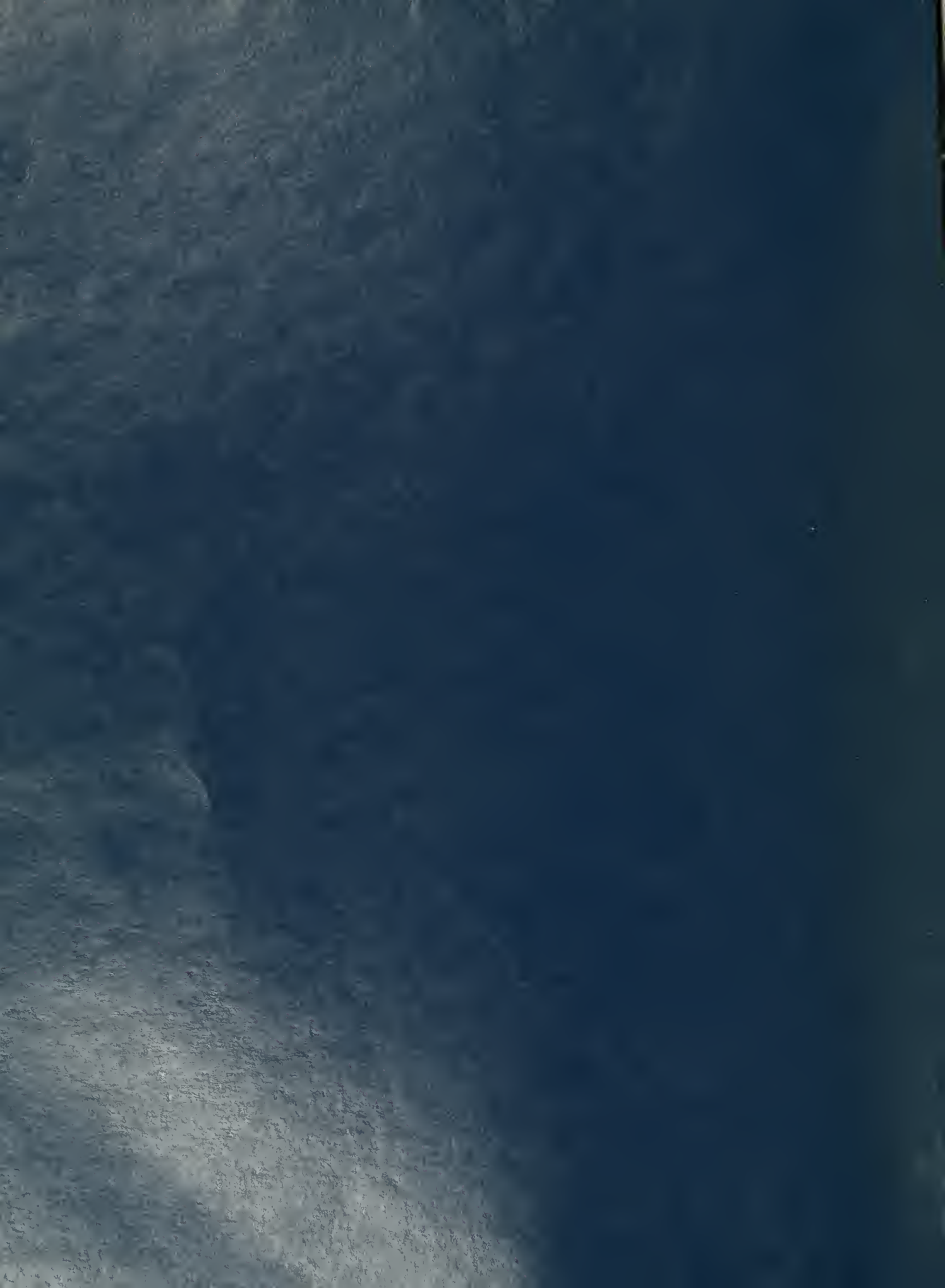
VICTOR GRUEN ASSOCIATES

ARCHITECTURE • ENGINEERING • PLANNING

3 West Thirteenth Street
New York 11, New York

ALgonquin 5-7110

CBD



CBD

Property of
BOSTON REDEVELOPMENT AUTHORITY
Library

CENTRAL BUSINESS DISTRICT

DRAFT URBAN RENEWAL PLAN

Project No. R-46

August 1965

BOSTON REDEVELOPMENT AUTHORITY

VICTOR GRUEN ASSOCIATES

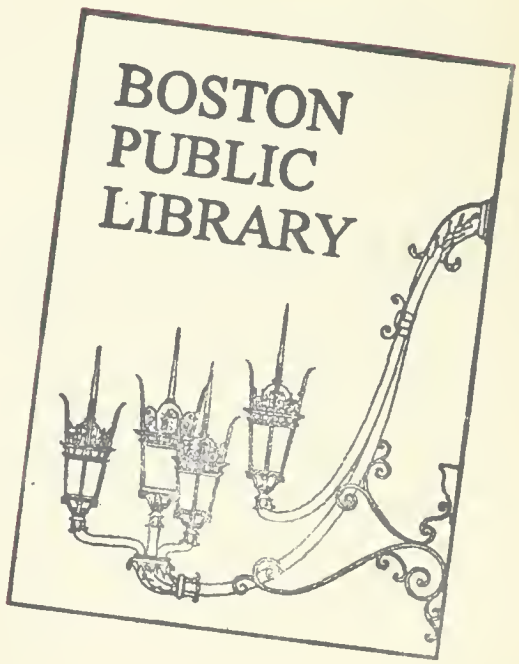


TABLE OF CONTENTS

		Page No.
SECTION 1.	DESCRIPTION OF PROJECT	1
	101 Boundaries of Project	1
	102 Urban Renewal Plan Objectives	1
	A. General	1
	B. Objectives for Public Improvements	2
	C. Land Use and Building Objectives	6
	103 Types of Proposed Renewal Actions	7
SECTION 2.	LAND USE PLAN	9
	201 Land Use Map	9
	202 Land Use Provisions and Building Controls	9
	A. Permitted Uses	9
	B. Additional Regulations	10
	C. Specific Sub-area Objectives and Requirements for each Disposition Parcel	12
	D. Effective Date of Land Use and Building Controls	34
	E. Applicability of Land Use and Building Controls to Real Property Not to be Acquired	34
SECTION 3.	PROJECT PROPOSALS	35
	301 Land Acquisition	35
	A. Identification of Real Property Acquired or to be Acquired	35
	B. Special Conditions under which Properties Identified to be Acquired may be Exempt from Acquisition	35
	302 Rehabilitation and Conservation	36
	303 Redevelopers' Obligations	36
	304 Underground Utility Lines	36
SECTION 4.	OTHER PROVISIONS NECESSARY TO MEET STATE AND LOCAL REQUIREMENTS	37
SECTION 5.	PROCEDURE FOR CHANGES IN APPROVED PLAN	38

MAPS

#1 Boundary Map

#2 Land Use Map

#3 Land Acquisition Map

SECTION I. DESCRIPTION OF PROJECT

101 Boundaries of Urban Renewal Project
(Not Included - To Be Completed by BRA)

102 Urban Renewal Plan Objectives

A. General

The City of Boston, through the Redevelopment Authority, the Committee for the Central Business District, an organization composed of downtown businessmen, property owners and civic leaders, together with planning, traffic, economic and engineering consultants, formulated a comprehensive planning and implementation program for the project area. The goal of the program is the economic, physical and cultural revitalization of the central business district. The planning objectives specified by this group to implement the goal of revitalization include:

1. Capitalize on the historic, educational, recreational and environmental assets of the core area and the Boston metropolitan region.

2. Encourage the establishment of a strong supporting framework outside the core for:

   (a) Improved mass transit and vehicular access;
   (b) high density residential districts;
   (c) new industrial, wholesale and institutional development sites.

3. Correlate the existing and proposed land uses and activities in the Central Business District project with adjacent functional areas such as:

   (a) Government Center urban renewal project;
   (b) Financial district;
   (c) Waterfront urban renewal project;
   (d) South Cove urban renewal project;
   (e) Back Bay;
   (f) Beacon Hill.

4. Create a system of public improvements within the Central Business District project area for:

   (a) Vehicular circulation - movement of service vehicles, taxis, buses and private vehicles.
   (b) Mass transportation - station remodeling, platform extensions and alterations, track and signal modernization.

(c) Goods service - specified rights-of-way for trucks, underground dock and distribution systems, centralized scheduling.

(d) Parking - location of public and private structures within and at the edge of the core for both short and long term usage.

(e) Public open space - small urban parks and plazas plus specialized pedestrian areas and arcades for shopping and business use.

5. Consolidate and strengthen the retail, office and financial areas within the project boundaries through rehabilitation.

6. Provide new investment opportunities through the acquisition and demolition of substandard structures and the assemblage of small properties into large reuse parcels in those areas characterized by deterioration, blight and functional obsolescence.

7. Coordinate the program of acquisition, clearance and redevelopment to achieve private redevelopment and public systems improvements simultaneously.

8. Perpetuate the high density - multi-use character of the area by encouraging residential, office and public uses above and around the retail district.

9. Improve the overall environmental characteristics of the area to encourage greater resident, business and tourist populations.

B. Objectives for Public Improvements

The overall objective is to provide a public improvements system which creates a framework for existing and proposed land uses and for future economic growth and expansion.

1. Vehicular Circulation. The existing street plan in the project area is formless and random. Traffic flow is hampered by discontinuity of streets, narrow rights-of-way, angular intersections, "dog legs", inconsistent signalization and parking regulations, and because of these a lack of driver orientation.

Land acquisition and clearance of buildings is specified in the Urban Renewal Plan to eliminate the existing problems and to create a clear and efficient street pattern.

(c) Goods service - specified rights-of-way for trucks, underground dock and distribution systems, centralized scheduling.

(d) Parking - location of public and private structures within and at the edge of the core for both short and long term usage.

(e) Public open space - small urban parks and plazas plus specialized pedestrian areas and arcades for shopping and business use.

5. Consolidate and strengthen the retail, office and financial areas within the project boundaries through rehabilitation.

6. Provide new investment opportunities through the acquisition and demolition of substandard structures and the assemblage of small properties into large reuse parcels in those areas characterized by deterioration, blight and functional obsolescence.

7. Coordinate the program of acquisition, clearance and redevelopment to achieve private redevelopment and public systems improvements simultaneously.

8. Perpetuate the high density - multi-use character of the area by encouraging residential, office and public uses above and around the retail district.

9. Improve the overall environmental characteristics of the area to encourage greater resident, business and tourist populations.

B. Objectives for Public Improvements

The overall objective is to provide a public improvements system which creates a framework for existing and proposed land uses and for future economic growth and expansion.

1. Vehicular Circulation. The existing street plan in the project area is formless and random. Traffic flow is hampered by discontinuity of streets, narrow rights-of-way, angular intersections, "dog legs", inconsistent signalization and parking regulations, and because of these a lack of driver orientation.

   Land acquisition and clearance of buildings is specified in the Urban Renewal Plan to eliminate the existing problems and to create a clear and efficient street pattern.

Objectives for vehicular circulation are:

(a) Join existing streets with new streets to form an east-west and north-south "warped grid".
(b) Specify one-way operation on the major Central Business District streets, thereby improving traffic flow and reducing multi-phase signalization.
(c) Provide direct access to the Central Business District project by extending the district's one-way streets to the peripheral two-way distribution streets and highways.
(d) Prohibit curb parking and standing on those streets where full pavements widths are needed for traffic flow.
(e) Permit and encourage errand parking, standing and drop off on special purpose streets and on those streets where full pavement widths are not needed for traffic flow and where generous pull off lanes can be provided.
(f) Encourage local traffic and discourage through traffic on Central Business District streets by improving the peripheral distribution streets and highways.

2. Mass Transportation. The existing transit facilities, though old, continue to be the most efficient means of commutation to the Central Business District and are proposed in the Comprehensive Plan for Boston to continue in that role. This urban renewal plan with the cooperation of the M.B.T.A., proposes station and platform improvements in the project area, which should provide for:

(a) Consolidation and redesign of the major CBD stations including:

1) Extended platform and pedestrian standing areas;
2) Rehabilitated subterranean and surface structures;
3) Escalator service to all levels;
4) Modernized signing and graphics program.

(b) Elimination of unnecessary or poorly located exit and entrance ways.
(c) Inter-connection passageways and transfer points between different subway lines.
(d) Natural light directly into the lower platform levels on those stations which occur below pedestrian areas.
(e) Disposition and/or rehabilitation of rentable space at the subway concourse level to increase retail outlets and to improve the subway environment.

In addition to rapid transit, two types of bus systems should be provided. One to serve the entire regional core area operating on major arterial streets. The other for single purpose shuttle use in shopping malls and business streets, to serve commuters and shoppers between transportation centers and retail and financial districts.

3. Parking. The parking program should balance, not replace, the mass transit system, emphasizing customer parking and related circulation and ramping conveniences. The basic objective for parking facilities is to serve the needs of three types of user trips.

   (a) Long term - all day employee parking.

      1) Located at the periphery of the Central Business District primarily in the South Station complex.
      2) Parking ramps and approach ways connected to the peripheral distribution streets and highways.
      3) The rate structure low in cost but sufficient to be self-supporting.

   (b) Short term - Shopper parking.

      1) Located close-into the retail core.
      2) Direct vehicular access to one-way street systems plus direct pedestrian access to shopping streets and malls.
      3) Rate structure regulated for modest hourly costs but high cumulative costs to discourage all day use.

   (c) High turnover errand parking.

      1) Located on minor Central Business District streets and on ground floor of shopper parking structures.
      2) Rate structure regulated for 15 to 30 minute durations in order to discourage one hour or more usage.

4. Goods Service
   (Not included until underground system is clarified and decided upon)

5. Public Open Space and Pedestrian Areas. Develop a system of pedestrian areas and open space which complements the proposed land use and circulation plan. The objectives are to provide:

   (a) Small Downtown Parks and Squares.

      . Locate in the high density office, retail and entertainment districts.

- Design as rest areas to contract with downtown streets and malls.

- Furnish with shade trees, low planting, benches, sculpture and fountains.

(b) Paved Plazas.

- Locate in relation to historic public or special purpose buildings.

- Design to establish a vantage of and spaciousness around the buildings.

- Enhance the plaza and buildings by special paving materials, sparce planting and street furnishings, and dramatic lighting.

(c) Mid Block Pedestrian Alleys and Arcades.

- Locate throughout the area in the tradition and scale of historic Boston alleys such as Winter Place and City Hall alley.

- Plan as continuous routes in conjunction with existing alleys with easements as required through existing and proposed buildings.

- Connect parking structures, bus stops, drop off areas and MBTA entrance/exits to main shopping and business streets and malls.

(d) Major Pedestrian Streets and Shopping Malls.

- Locate on or near the present right-of-way of Winter-Summer Streets from Tremont Street to South Station transportation center.

- Design for the distribution of pedestrians from MBTA stations, parking structures, bus and drop off points to all areas of the Central Business District.

- Tie existing and proposed retail activities together into a unified shopping area with continuous and protected pedestrian environments.

- Provide a variety of public and commercial facilities in the malls to heighten retail character and activity.
  Including: planting, rest areas, sculpture and fountains, advertising, exhibit areas, special functions, shuttle cars, small retail structures for sales, eating, drinking and entertainment, open markets, etc.

(e) All public open spaces and pedestrian areas shall provide for:

- Safety and comfort of pedestrians, particularly at street crossings and at points of level changes such as MBTA stations, upper or lower level galleries and concourses, bus stops and drop off points.

- Unobstructed paths for emergency vehicles, shuttle buses and maintenance equipment.

- Adequate facilities so that handicapped persons in wheelchairs can negotiate all level changes.

- Adequate drainage, sanitary, water, gas, and power facilities to service the needs and functions of the area and to provide flexibility for future use and activities.

- Planting, paving, lighting and furnishings appropriate to the function and scale of the area.

(f) Plans for new and rehabilitated buildings abutting public open spaces and/or pedestrian areas shall:

- Locate building entrances in such manner as to minimize pedestrian and vehicular congestion and conflict.

- Provide ground floor uses compatible with adjacent uses and pedestrian activity.

- Provide cover and protection for pedestrians at the ground floor level wherever possible.

C. Land Use Objectives

The overall objective is to organize the land uses and activities in the project area into a cluster of functional sub-areas, each sub-area emphasizing a land use activity which has developed historically or which can be created by the urban renewal plan. Each should be supported by other compatible uses. The existing functional sub-areas of retail, entertainment, financial, and garment need clarification and strengthening. New functional sub-areas in deteriorated but important locations should be created in order to improve weak land use and activity linkages in those areas and to upgrade the overall pattern of the core. The objectives for land use building controls are:

1. Encourage flexibility and vertical mixture of use and activities consonant with the existing character of the area.

2. Encourage night-time activities such as movies, bars, clubs, restaurants, etc., in predominantly day-time areas.

3. Encourage the full development of disposition parcels based on sound real estate economics.

4. Discourage limitations on parcels which are not consistent with potential economic development.

5. Encourage an overall increase of land value and locational advantages rather than single high value parcels, by providing balanced improvements to public facilities and to land redevelopment.

6. Require excellence in building design to complement the aesthetic values of historic Boston.

7. Encourage the continuity of facades and cornice heights of new buildings with existing buildings.

8. Perpetuate the high density character and intimate scale of the area by restricting setbacks to strategic areas intended for major buildings and public open space.

9. Require coordination of circulation facilities in new buildings with existing and proposed MBTA entrance/exits.

10. Encourage the inventive use of signs, graphics, lighting, display, flags, and other symbols on or adjacent to new and rehabilitated retail and commercial buildings.

103 103 Types of Proposed Renewal Actions

This plan provides for a variety of renewal actions including: the acquisition of property; the interim operation and management of acquired properties; the relocation of individual families and businesses; the demolition of structures and improvements; the establishment and imposition of standards for conservation and/or rehabilitation of structures and properties; the abandonment of unnecessary, inadequate or outmoded public improvements, utilities and facilities; the revision and construction of public improvements, utilities and facilities; and the disposition, by sale, lease or transfer, of property for public or private development or for conservation and/or rehabilitation in accordance with the conditions set forth herein.

The major renewal activity in the project area is the rehabilitation of commercial structures for continued commercial use. Clearance and redevelopment is specified for those areas requiring public improvements and for properties in substandard condition which can be assembled for a commercial, residential or public reuse.

SECTION 2. LAND USE PLAN

201 Land Use Map #2 (not included) identifies:

A. The location of all major thoroughfares, streets, and rights-of-way;

B. The proposed location of all other public facilities and special purpose uses;

C. All other existing land uses to be retained and new uses to be established.

D. Delineation of Central Business District sub-areas.

In no instance is this map to be construed as defining exactly the location of any permitted use or the number or size of parcels to which the area will be subdivided for purposes of sale, lease or transfer.

202 Land Use Provisions and Building Controls

A. Permitted Uses

The project area shall be comprised of residential, commercial, semi-public, public and industrial uses, as shown on the Land Use Map. The Boston Redevelopment Authority may permit on any parcel such uses as are consistent with the objectives of the plan and as set forth herein.

1. Residential

Primary Use - Multiple Dwellings

Accessory and/or Alternate Uses - Hotel and Transient apartments, retail sales, personal services, government, office and institutional activities, and parking structures.

2. Commercial

Primary Uses - Retail sales, office and personal services.

Accessory and/or Alternate Uses - Public, Semi-public, Institutional and research activities, hotels and transient apartments, and parking structures.

3. Civic - Governmental

Primary Use - Civic, Governmental activities.

Accessory Uses - Hotel and transient apartments, office and institutional activities, personal services and retail sales.

4. Public - Parking

Primary Use - Parking Structures

Accessory Uses - Public transportation, office, government and institutional facilities, hotel and transient apartments, personal services and retail sales.

5. Public - Transportation

Primary Uses - M.B.T.A., bus, shuttle, railroad and other transportation facilities.

Accessory Uses - Parking structures, office, governmental and institutional facilities, hotel and transient apartments, personal services and retail sales.

6. Semi-Public

Primary Use - Institutional, church, educational and medical.

Accessory and/or Alternate Uses - Hotel and transient apartments, office and governmental activities, personal services and retail sales.

7. Industrial

Primary Use - Research, wholesale, warehouse, and light manufacturing.

Accessory Uses - Office, governmental and institutional facilities, personal services, retail sales and parking structures.

Alternate Uses - Hotel and transient apartments, plus all of above.

B. Additional Regulations

The following controls shall apply to all parcels disposed of by the Boston Redevelopment Authority unless specified differently in Section 202-C.

1. Compliance with all applicable laws, ordinances, codes and regulations of the City of Boston will be required in the redevelopment of all real property to be acquired except as stipulated in these land use provisions and building requirements.

2. Pending disposition of reuse parcels, the Boston Redevelopment Authority may use any cleared land for surface parking and such other temporary non-residential uses as do not interfere with the execution of the urban renewal plan.

3. The use of any property shall not be restricted on the basis of race, creed, or color.

4. All areas which are not used for structures, streets, other necessary rights-of-way or paved parking and service areas must be landscaped and maintained in a cleaned condition.

5. Outdoor storage not within a completely enclosed area either fenced or by structure is prohibited.

6. No temporary building or structure other than a contractor's office and/or storage shed shall be permitted.

7. The design of signs and lighting on all store fronts or building fronts shall be submitted with the developer's plans to the Boston Redevelopment Authority for approval.

8. Disposition parcels shall be subject to utility, M.B.T.A., pedestrian and vehicular easements, as specified on the Land Use Map and in Section 202-C, or as determined by the Boston Redevelopment Authority.

9. M.B.T.A. Right-of-way - Building construction adjacent to or over M.B.T.A. right-of-way shall be coordinated with the M.B.T.A. in order to assure continued operation of subway service and to prevent damage to existing structures and facilities.

10. M.B.T.A. Facilities - Entrances, exits, shelters, pedestrian ramps, standing areas and platforms shall be provided as indicated on the land use map. Special requirements are outlined in Section 202-C.

11. Off-Street Loading - All new structures shall be serviced from off-street facilities. Parcels not to be acquired or those to be acquired for rehabilitation which cannot obtain access to an off-street loading area must comply with loading regulations specified by the Boston Redevelopment Authority. Each development parcel shall provide:

For retail use:	3 truck bays/100,000 square feet
For office use:	1 truck bay /100,000 square feet
For industrial use:	4 truck bays/100,000 square feet
For hotel use:	2 truck bays/100 rooms
For residential use:	1 truck bay /100 apartments

12. Definition of terms used in Section 202-B:

(a) Sub-area - Functional district characterized by a dominant land use activity such as financial, retail, residential, entertainment, etc.

(b) Required Activities - Each parcel is required to provide specific land use activities in accordance with the economic and physical objectives of the urban renewal plan.

(c) Permitted Uses - In addition to the required activities a variety of uses and activities are permitted and encouraged.

(d) Envelope - The three dimensional massing and relationship of building elements, defined by height, floor area configuration and setback.

(e) Coverage - Area of the parcel occupied by the ground floor of the building.

(f) Height - The height of a building shall be measured from the mean grade of the sidewalk or a given grade elevation to the top of the parapet of the building facade. Grade elevations are measured from Boston Base.

(g) Setback - The distance between the disposition parcel line and a line beyond which no part of the building may protrude.

(h) Parking - Long term, short term and high turnover parking usage is defined in Section 102-B-3.

(i) Vehicular Easements - Include above, below and on-grade rights-of-way which are specified for truck service, public or private streets, passenger drop-off, and/or emergency vehicle access.

(j) Pedestrian Easements - Types of pedestrian areas are defined in Section 102-B-5.

(k) M.B.T.A. Facilities - Entrance/exit points including structures, stairs, escalators, elevators, etc. which lead to subway concourses and platforms. All M.B.T.A. facilities located on or adjacent to disposition parcels are subject to the controls and regulations of the M.B.T.A.

C. Specific Sub-area Objectives and Requirements for Each Disposition Parcel

1. Objectives for Upper Washington Street Sub-Area (Including Disposition Parcels 1-4)

(a) Utilize inherent interest of historic old South meeting house, corner book store, old city hall, King's Chapel, Old State House and Parker House, as a focus of the freedom trail and for general tourist attraction.

(b) Augment the historic activities with new office space, eating and drinking, night-time activities, and retail sales oriented to specialty shops and personal services.

(c) Provide locations for short term/convenience parking structures.

(d) Establish the area as a physical, activity, and visual link between the Government Center Urban Renewal Project, the financial district, Beacon Hill, and the retail core.

(e) Create a small park as the focus of the area and as a setting for the corner book store and old South meeting house.

(f) Provide a series of pedestrian alleys and arcades in the character and scale of City Hall alley as a continuation of Government Center pedestrian walks.

(g) Provide space in public areas for outdoor and indoor exhibits of historic and public interest.

(h) Establish a continuity of street front and building height along Washington Street between State Street and Milk Street to reinforce the small scale historic quality of the area and to create a contrast between this area and Government Center plaza.

Parcel I.

(a) Required activities - Retail sales, restaurants, parking, office.

(b) Permitted uses - Commercial, civic-governmental, semi-public.

(c) Building Requirements -

1. Envelope — Building must maintain the Washington Street building line without setbacks below 80 ft. in height.

2. Coverage — Minimum 90%

3. Height — Not less than 120 ft. or more than 150 ft. in order to conform to the cornice line of adjacent buildings.

4. Setback — No setbacks allowed on Washington Street.

5. Parking — Minimum of 200 spaces with access and egress from Washington Street and Devonshire Street.

add access

(d) Easements -

1. Vehicular — Drop off - 120 ft. long (minimum) passenger discharge on Devonshire St.

2. Pedestrian — Minimum 18 ft. arcade from Devonshire to Washington plus continuous 12 ft. minimum arcade along Washington Street. 16'

3. M.B.T.A. Facilities — Entrance/exit to north-south bound platforms of Washington Street subway. Underground concourse connection to north side of State Street.

(e) Other Requirements -

Service access/egress not permitted from or to Washington Street.

Parcel 2.

(a) Required activities - Office

(b) Permitted uses -Commercial, civic-governmental, and semi-public.

(c) Building Requirements -

1. Envelope — Building must conform to the curve of School Street.

2. Coverage — Minimum 90%.

3. Height — Not less than 100 ft. in order to conform to the cornice line of the Providence Building. 65' to 96'

4. Setback — ~~Not applicable.~~ no setbacks for 65'

5. Parking — No parking permitted.

add access

(d) Easements -

1. Vehicular — Not applicable

2. Pedestrian — Not applicable

3. M.B.T.A. Facilities — Not applicable

Parcel 3.

(a) Required activities - Retail sales and parking

(b) Permitted uses - Commercial, civic-governmental, and semi-public

(c) Building Requirements

1.	Envelope	-
2.	Coverage	Minimum 90%
3.	Height	Not less than 60 ft. along Washington Street.
4.	Setback	No setback allowed on Bromfield Street.
5.	Parking	Minimum of 200 spaces with access and egress from Province Street.

(d) Easements -

1.	Vehicular	~~Not applicable.~~
2.	Pedestrian	12 ft. minimum arcade along Washington Street, Province Street and Bromfield Street.
3.	M.B.T.A. Facilities	Entrance/exit to southbound platform.

Parcel 4.

This parcel may be subdivided. Provisions of the Urban Renewal Plan and this section shall apply to each subdivided parcel or as specified by the Boston Redevelopment Authority.

(a) Required activities - Retail sales, parking, office.

(b) Permitted uses - Commercial, civic-governmental, and semi-public.

(c) Building Requirements -

1.	Envelope	All street lines must be maintained. High rise buildings must provide even facade as a background for Old South meeting house.
2.	Coverage	Minimum 80%
3.	Height	Not less than 60 ft. along Washington Street or more than 250 ft. for high rise structures.

4. Setback — No setback allowed on Washington St.

5. Parking — Minimum of 500 spaces; access and egress not permitted from Washington Street and Milk Street

(d) Easements -

1. Vehicular — 25 ft. (minimum) ramp and underground right-of-way for service vehicles to this parcel and to Filene's, existing adjacent buildings and to parcel #14.

2. Pedestrian — 18 ft.(minimum) mid-block walk between Washington and Chauncy-Arch from Franklin Street to Milk Street; (12) 16 ft. (minimum) arcade along Washington St.

3. M.B.T.A. Facilities — Entrance/exit to northbound platform of Washington Street subway.

(e) Other Requirements -

1. Pedestrian access stairs, escalators, elevators, etc., must be provided on or near Washington Street and Hawley Street.

2. Entrances to retail activities must be provided from Hawley Street.

2. Objectives for Ladder Blocks Sub-Area (Including Disposition Parcels 5-9)

(a) Utilize inherent interest of low buildings, specialty retail shops, eating and drinking establishments, mixed commercial uses, narrow mid-block pedestrian alleys, plus the areas proximity to the Boston Common, and its relationship to mass transit, as the basis for new residential uses combined with existing and new retail sales.

(b) Solve the needs for off-street truck service by locating an underground ramp, tunnel and docking facility mid-block between Tremont and Washington Streets.

(c) Combine the solution for service with new pedestrian areas and new development sites for residential and commercial uses.

(d) Capitalize on the pedestrian orientation of the area by linking Winter Place, Hamilton Place, Music Hall Alley, and other existing alleys to new rights-of-way providing for a continuous mid-block walk from Upper Washington Street and the area of Government Center to West Street.

(e) Punctuate the mid-block alley with small parks and plazas at Temple Place, Winter Street, Hamilton Place, and Bromfield Street.

(f) Establish the mid-block alley as a residential, service retail, restaurant and night-time activity area.

(g) Orient the new residential facilities toward the Boston Common with pedestrian access to elevator lobbies and entrances from the mid-block alleys.

(h) Tie the retail portion of this sub-area into the major retail outlets on Winter-Summer Street and on Washington Street.

(i) Encourage developers of new buildings and rehabilitated buildings to provide residential facilities above the levels required for retail sales and related uses.

? at West & Temple Place

Parcel 5.

This parcel may be subdivided. Provisions of the Urban Renewal Plan and this section shall apply to each subdivided parcel or as specified by the Boston Redevelopment Authority.

(a) Required activities - Retail sales, oriented to comparative shopping, restaurants, movie.

(b) Permitted uses - Residential, commercial, civic-government, semi-public.

(c) Building Requirements -

1.	Envelope	Washington Street building line and heights must be maintained.
2.	Coverage	Minimum 80%
3.	Height	Not less than 60 ft. along Washington Street or more than 250 ft. for high rise structures.
4.	Setback	No setbacks allowed along Washington Street.
5.	Parking	Not allowed unless developed in conjunction with parcel #3 and/or parcels #7 and #9, and with approval by the Boston Redevelopment Authority.

(d) Easements -

1. Vehicular — 25 ft. ramp and underground right-of-way for Ladder Blocks service tunnel. Access must be from Bromfield Street opposite Province Street. A minimum of 15 truck bays must be provided to service this parcel plus existing adjacent buildings.

2. Pedestrian — 12 (16) ft. minimum arcade along Washington Street; 18 ft. minimum arcade between Bromfield Street and Winter Street as part of the Ladder Blocks mid-block alley.

5. M.B.T.A. Facilities — Not applicable.

(e) Other Requirements -

1. A minimum of 30,000 sq.ft. of basement retail space must be provided for the use of Gilchrist's and must be provided with direct access to their existing basement store.

2. Entrances to retail stores must be provided from mid-block walk.

Parcel 6.

(a) Required Activities - Retail sales.

(b) Permitted uses - Residential, commercial, civic-governmental, semi-public.

(c) Building Requirements -

1. Envelope — Not applicable

2. Coverage — Minimum 90%

3. Height — 40 ft. minimum

4. Setback — Not applicable

5. Parking — Not allowed.

(d) Easements -

1. Vehicular — 25 ft. minimum underground right-of-way for Ladder Blocks truck service tunnel.

add access

2. Pedestrian — Not applicable.

3. M.B.T.A. Facilities — Not applicable.

Parcel 7.

(a) Required Activities - Retail sales.

(b) Permitted Uses - Residential, commercial, civic-governmental, semi-public.

(c) Building Requirements -

1. Envelope — Not applicable.

2. Coverage — Minimum 90%

3. Height — 40 ft. minimum along Winter Street, Winter Place and Temple Place; 250 ft. maximum for high rise structures.

4. Setback — ? 25 ft. minimum on Temple Place; none allowed on Winter Place.

5. Parking — Not allowed unless developed in conjunction with Parcel 9 and with approval from the Boston Redevelopment Authority.

(d) Easements -

add access

1. Vehicular — 25 ft. minimum underground right-of-way for Ladder Blocks truck service tunnel plus 6 bays to service existing adjacent buildings.

check

2. Pedestrian — Not applicable.

3. M.B.T.A. Facilities — Not applicable.

Parcel 8.

(a) Required Activities - Retail sales.

(b) Permitted Uses - Residential, commercial, civic-governmental, semi-public.

(c) Building Requirements -

1. Envelope — Not applicable.

2. Coverage — 90% minimum

3. Height — 40 ft. minimum

4. Setbacks — Not applicable.

5. Parking — Not allowed.

(d) Easements -

1. Vehicular — Not applicable.

add access

2. Pedestrian — Not applicable.

3. M.B.T.A. Facilities — Not applicable.

Parcel 9.

This parcel may be subdivided. Provisions of the Urban Renewal Plan and this section shall apply to each subdivided parcel or as specified by the Boston Redevelopment Authority.

(a) Required Activities - Residential apartments, retail sales. garage.

(b) Permitted Uses - Residential, commercial, civic-governmental, semi-public.

(c) Building Requirements -

1. Envelope — High rise buildings may not be oriented parallel to Washington Street in order to provide light and a view of the Common to interior areas of the parcel.

too dogmatic
need more flexibility

2. Coverage — 90% minimum at street level. 60% maximum at platform level above street to provide recreation and open space for residential apartments.

check

3. Height — 40 ft. minimum along Tremont Street. 300 ft. maximum for high rise structures. Any structure higher than 80 ft. may not have a length greater than 100 ft. parallel to Tremont Street.

check

4. Setback — No setbacks allowed along Tremont Street. 10 ft. maximum allowable along West Street.

5. Parking — Minimum: 1 space/4 dwelling units with access and egress limited to ~~Tremont Street and~~ West Street. Maximum: 250 spaces total, providing that the spaces in addition to

the 1 space/4 dwelling units required are devoted to short-term shopper and/or errand usage.

If this parcel is developed in conjunction with Parcels 7 and 5, the restrictions may be waived by the Boston Redevelopment Authority.

(d) Easements -

1. Vehicular - 25 ft. ramp and underground right-of-way for Ladder Blocks service tunnel. A minimum of 15 bays must be provided to service this parcel plus existing adjacent buildings.

2. Pedestrian - 18 ft. (minimum) arcade or walkway mid-block between Tremont and Washington Streets from West Street to Temple Place as part of Ladder Blocks mid-block alley. 25 ft. (minimum) arcade generally along the right-of-way of existing Temple Street from Tremont Street to Winter Place.

3. M.B.T.A. Facilities - Entrance/exit to Northbound platform of Tremont Street subway.

3. Objectives for Washington-Summer Sub-Area (Including Disposition Parcels 10-15)

(a) Utilize the existing department stores as the basis for establishing this area and the adjacent areas as the retail attraction of New England.

(b) Use Summer Street Mall and related pedestrian and shopping streets as the pedestrian focus of the retail district.

(c) Correlate the design of this area with the Ladder Blocks, the Winter Street mall and the Church Green redevelopment area, to encourage continuous pedestrian flow from South Station to the Boston Common.

(d) Provide large underground service ramps, standing areas and docking space through strategic redevelopment of substandard properties.

(e) Provide building sites above the service areas for new comparative shopping space, short term parking structures, office buildings and other commercial uses.

Parcel 10.

(a) Required Activities - Retail sales.

(b) Permitted Uses - Commercial, civic-governmental, semi-public.

(c) Building Requirements -

1.	Envelope	Not applicable.
2.	Coverage	80% minimum.
3.	Height	40 ft. minimum.
4.	Setback	Washington Street line must be maintained.
5.	Parking	No parking allowed.

(d) Easements -

add access

1.	Vehicular	Not applicable.
2.	Pedestrian	Not applicable.
3.	M.B.T.A. Facilities	Entrance/exit to northbound platform of Washington Street subway.

Parcel 11.

This parcel may be subdivided. Provisions of the Urban Renewal Plan and this section shall apply to each subdivided parcel or as specified by the Boston Redevelopment Authority.

(a) Required Activities - Retail sales, parking.

(b) Permitted Uses - Transient apartments, commercial, civic-governmental, public parking, semi-public, industrial (research, wholesale).

(c) Building Requirements -

1.	Envelope	Not applicable.
2.	Coverage	90% minimum.
3.	Height	Not less than 60 ft. along Washington Street or more than 250 ft. for high rise structures.
4.	Setback	No setback allowed along Washington Street. 10 ft. maximum on other streets.
5.	Parking	Minimum of 500 spaces to be provided for short-term shopper and errand

usage. Errand space to be provided at, or a maximum of 5 ft. above or below street level, but not permitted to front on Washington Street. Access and/or egress is not permitted from Washington Street. This parcel must be developed in conjunction with Parcel 12 and must provide above and/or below grade connecting ramps between the two parcels.

(d) Easements -

1. Vehicular — Service: Access and egress ramps for service vehicles is prohibited from Washington and Chauncy Streets. A minimum of 30 truck bays must be provided to service this parcel plus existing adjacent buildings.

Drop Off: 120 ft. long (minimum) passenger discharge for bus, taxi, and private vehicle use on or directly accessible from Chauncy Street.

2. Pedestrian — 12 ft. (minimum) walkway mid-block between Washington and Chauncy Streets from New Street to Bedford Street.

3. M.B.T.A. Facilities — Not applicable.

(e) Other Requirements -

1. If office space in excess of 20,000 square feet is provided the office structure must front on Washington Street and must provide for retail sales at the street level.

2. Pedestrian access, stairs, escalators, elevators, etc. from the parking structure must be provided on or near Was-ington Street and Chauncy Street.

Parcel 12.

(a) Required Activities - Parking.

(b) Permitted Uses - Commercial, civic-governmental, semi-public, public-parking, industrial (research).

(c) Building Requirements -

1. Envelope — Not applicable.

2. Coverage — 90% minimum.

3. Height — Not applicable.

4. Setback — 10 ft. maximum.

5. Parking — Minimum of 250 spaces to be provided for short term shopper usage. If errand space is provided it must be located at or a maximum of 5 ft. above or below street level. Access and egress points and connecting bridges and ramps must be provided in conjunction with Parcel 11.

(d) Easements -

add access

1. Vehicular — Not applicable.

2. Pedestrian — Not applicable.

3. M.B.T.A. Facilities — Not applicable.

Parcel 13.

This parcel may be subdivided. Provisions of the Urban Renewal Plan and this section shall apply to each subdivided parcel or as specified by the Boston Redevelopment Authority.

(a) Required Activities - Retail sales.

(b) Permitted Uses - Commercial, civic-governmental, semi-public, industrial (research).

(c) Building Requirements -

1. Envelope — High rise structures should front on Summer Street.

2. Coverage — 80% minimum

3. Height — 40 ft. minimum - 250 ft. maximum for high rise structures.

4. Setback — No setback allowed on Summer Street. 10 ft. maximum on Kingston-Otis Streets.

5. Parking — Maximum of 250 spaces is permitted if this parcel is developed in conjunction with Parcel 12 and/or 16, and if such space is located above and/or below the Summer Street shopping mall. Access and egress is not permitted from Summer Street.

do we want parking here?

(d) Easements -

1. Vehicular — Service: In addition to the truck bays required for this parcel, 4 additional bays must be provided for adjacent existing buildings.

Drop Off: Passenger discharge for bus, taxi and private vehicle use on Chauncy and Kingston Streets.

2. Pedestrian — Shopping Mall: 40 ft. (minimum) walkway between Chauncy-Arch and Kingston-Otis as part of Summer Street Mall. The specific width and elevation of the Mall must be coordinated with Parcels 15 and 22.

Public Open Space: 40 ft. x 40 ft. (minimum) open space on corner of Chauncy-Arch and Summer Street to be provided in conjunction with vehicular drop off and M.B.T.A. entrance/exit.

3. M.B.T.A. Facilities — Entrance/exit to lower level subway concourse connecting to west side of Chauncy Street and leading to Washington-Winter-Summer Station.

(e) Other Requirements -

1. The massing and design of structures on this Parcel must complement the functional purpose of the Parcel as the transitional element between the existing retail outlets and the new facilities in the Church Green Sub-area.

2. Public stairs, elevators, escalators, etc., must be located between Chauncy-Arch and Kingston-Otis Street near Summer Street and must service all pedestrian levels and all public facilities.

3. Retail sales outlets must be provided on each major pedestrian level.

Parcel 14.

(a) Required Activities - Retail sales.

(b) Permitted Uses - Commercial, civic-governmental, semi-public.

(c) Building Requirements -

1. Envelope — Building should extend to all property lines.

2. Coverage — 100%

3. Height — 50 ft. maximum

4. Setback — No setback allowed on Summer, Chauncy-Arch and Hawley Street.

5. Parking — No parking allowed.

(d) Easements -

1. Vehicular — 25 ft. underground right-of-way for service tunnel with turn around and provision for a minimum of 12 truck bays to service this parcel plus existing adjacent buildings.

2. Pedestrian — Not applicable.

3. M.B.T.A. Facilities — Not applicable.

(e) Other Requirements

Entrances to retail facilities must be provided on both the Summer Street and subway concourse levels.

Parcel 15.

(a) Required Activities - Institutional offices.

(b) Permitted Uses - Commercial, semi-public.

(c) Building Requirements -

1. Envelope — Configuration of building should conform to the massing of St. Anthony's Shrine.

2. Coverage — 90% minimum.

3. Height — Not to exceed cornice of St. Anthony's Shrine.

4. Setbacks — No setbacks permitted on Summer Street.

5. Parking — Not allowed.

(d) Easements -

1. Vehicular — Not applicable.

2. Pedestrian — Not applicable.

3. M.B.T.A. Facilities — Entrance/exit to lower level subway concourse.

4. Objectives for Church Green Sub-Area (Including Disposition Parcels 16-21)

(Note: This sub-area will require more detailed objectives and controls after the amount and nature of redevelopment is determined.)

Staging!

(a) The overall objective of this sub-area is to combine the need for street and other public improvements with the need for new comparative shopping facilities, office space, parking and pedestrian areas.

(b) This area should be designed to eliminate conflicts in architectural and land use relationships between it and the adjacent retail, financial and garment districts.

(c) Coordinate the width, elevation, height, and general design of the Summer Street Mall with each disposition parcel to maintain a continuous and unified public appearance.

?

(d) Establish a system of parking and commercial structures with interconnecting access ramps, bridges and pedestrian walks so that parcels may be developed individually yet when combined will form a continuous structure.

(e) Retain a high degree of flexibility in the land use and building controls to permit a wide range of development solutions.

(f) Encourage multi-parcel development with concurrent construction phasing, thereby achieving architectural unity and a continuity of public improvements.

(g) Reserve space within buildings or a special area for convenience services to shoppers such as meeting rooms, rest spaces, credit establishments, amusement facilities, nursery and child care, delivery service, package storage, automobile service, pick-up, etc.

Parcel 16.

This parcel may be subdivided. Provisions of the Urban Renewal Plan and this section shall apply to each sub-parcel or as specified by the Boston Redevelopment Authority.

(a) Required Activities - Retail sales, parking.

(b) Permitted Uses - Commercial, civic-governmental, semi-public, industrial (research), public parking.

(c) Building Requirements -

1. Envelope Not applicable.

2. Coverage — 80% minimum.

3. Height — 40 ft. minimum along Summer Street, Kingston-Otis and New Lincoln. 350 ft. maximum for high rise structures.

4. Setbacks — No setback allowed on Summer Street. 10 ft. maximum on Kingston-Otis and New Lincoln.

5. Parking — Minimum of 750 spaces to be provided for short term shopper usage on a level at least one above the Summer Street Mall. Minimum of 50 spaces to be provided for high turn over errang usage located adjacent to or one level below the Summer Street Mall. Access and egress locations and parking ramp systems shall be designed and constructed in conjunction with those of Parcels 17, 21, 22 and 25.

(d) Easements -

1. Vehicular — Service: (Not yet determined).

Automobile: 25 ft. (minimum) right-of-way for interconnecting the parking facilities on this parcel with Parcels 17, 21, 22 and 25, and for providing direct access to and from local streets.

Drop Off: 120 ft. long (minimum) passenger discharge on or near Kingston-Otis and New Lincoln Street with access to and from Summer Street and Essex Street.

Shuttle Bus: 25 ft. (minimum) right-of-way within or directly related to the Summer Street Mall.

2. Pedestrian — Shopping Mall: 40 ft. (minimum) walkway as part of Summer Street Mall.

Public Open Space: To be provided in conjunction with drop off stations and escalators and stairs to parking structures.

3. M.B.T.A. Facilities — Not applicable.

(e) Other Requirements - (To be determined at a later date.)

Parcel 17.

(a) Required Activities - Retail sales, parking.

(b) Permitted Uses - Commercial, civic-governmental, semi-public, industrial (research), public parking.

(c) Building Requirements - (Same as Parcel 16 except minimum number of parking spaces to be provided shall be 250.)

(d) Easements - (Same as Parcel 16.)

(e) Other Requirements - (To be determined at a later date.)

Parcel 18. Not in BRA plan

(a) Required Activities - Office.

(b) Permitted Uses - Commercial, civic-governmental, semi-public.

(c) Building Requirements -

1.	Envelope	High rise buildings should relate to structures in financial district as well as to Summer Street.
2.	Coverage	Not applicable.
3.	Height	Not to exceed 200 ft.
4.	Setbacks	Not applicable.
5.	Parking	Not allowed unless developed in conjunction with Parcel 19 and/or Parcels 16 and 17, and with approval of the Boston Redevelopment Authority.

(d) Easements -

1.	Vehicular	Not applicable.
2.	Pedestrian	Not applicable.
3.	M.B.T.A. Facilities	Not applicable.

Parcel 19.

(a) Required Activities - Office.

(b) Permitted Uses - Commercial, civic-governmental, semi-public.

(c) Building Requirements -

1.	Envelope	Not applicable.
2.	Coverage	Not applicable.
3.	Height	Not applicable.
4.	Setbacks	Not applicable.
5.	Parking	(Same as Parcel 18.)

(d) Easements -

1.	Vehicular	Not applicable.
2.	Pedestrian	25 ft. (minimum) right-of-way for pedestrian walkway from Summer Street Mall to the area of Federal Street and the financial district.
3.	M.B.T.A. Facilities	(Possible entrance/exit to South Station.)

Parcel 20.

(a) Required Activities - Office.

(b) Permitted Uses - Commercial, civic-governmental, semi-public, industrial.

(c) Building Requirements - (Same as Parcel 19.)

(d) Easements - Not applicable.

Parcel 21.

(a) Required Activities - Bus station.

(b) Permitted Uses - Commercial, retail sales, hotel, office, civic-governmental, semi-public, parking.

(c) Building Requirements -

1.	Envelope	Not applicable.
2.	Coverage	Not applicable.
3.	Height	Not less than 40 ft.
4.	Setbacks	Not applicable.
5.	Parking	If parking is provided it must conform to the requirements specified for Parcel 16, except that there shall be no minimum requirement.

(d) Easements -

1. Vehicular (Same as Parcel 16.)

2. Pedestrian (Same as Parcel 16.)

3. M.B.T.A. Facilities Entrance/exit to South Station lower level.

5. Objectives for South Station Sub-Area (Including Parcels 22-25)

(a) Provide modern transportation facilities for railroad, bus, parking, shuttle bus, M.B.T.A. helicopter and taxis in a coordinated series of structures permitting air rights for commercial uses.

(b) Provide all weather pedestrian areas which interconnect all facilities and which link the transportation facilities to the Summer Street Mall and to the financial and retail districts.

(c) Route the shuttle bus through the pedestrian areas and through all transportation and parking facilities.

(d) Provide high speed access ramps and connections from parking facilities to the Massachusetts Turnpike, the central artery, Dorchester Avenue and Atlantic Avenue.

(e) Design the parking structures in modules of not more than 1,000 spaces to permit a staged construction program and to minimize driver confusion and traffic congestion.

(f) Establish a rate structure for parking which will encourage all day employee usage.

(g) Locate the parking structures over the railroad tracks permitting continued train operation.

(h) Rebuild South Station passenger terminal with smaller but adequate accommodations and with direct connections to vehicle drop off stations, parking facilities and the M.B.T.A.

(i) Encourage day and night time commercial activities.

(j) Provide retail sales of a service nature which will not compete with the retail core.

(k) Encourage sales and display of automobile, airplane, boat and sporting goods products.

(l) Encourage a variety of transient accommodations for conventions, meetings and display as well as for hotel and apartment usages.

(m) Provide a Boston Metro information center in conjunction with the transportation facilities and with the shopper services center in the Church Green sub-area.

Parcel 22.

(a) Required Activities - Retail, office.

(b) Permitted Uses - Commercial, hotel, civic-governmental, semi-public, industrial, public transportation.

(c) Building Requirements -

1.	Envelope	Not applicable.
2.	Coverage	Not applicable.
3.	Height	Not applicable.
4.	Setbacks	Not applicable.
5.	Parking	Not allowed unless developed in conjunction with Parcels 21 and 25.

(d) Easements -

1.	Vehicular	Service: (Not yet determined.)
		Automobile: 25 ft.(minimum) right-of-way for interconnecting the parking facilities on Parcels 16, 17, 21 and 25 and for providing direct access to and from local streets.
		Drop Off: 120 ft long (minimum) passenger discharge on or near Atlantic Avenue and near South Station Plaza (West) with access to and from Summer and New Essex Street.
		Shuttle Bus: 25 ft. (minimum) right-of-way within or directly related to the extension of Summer Street Mall.
2.	Pedestrian	(Same as Parcel 16.)
3.	M.B.T.A. Facilities	Entrance/exit to lower concourse level of South Station

Parcel 23.

(a) Required Activities - New South Station passenger terminal.

(b) Permitted Uses - Commercial, hotel, civic-governmental, semi-public.

(c) Building Requirements - (Not yet defined.)

(d) Easements - (Not yet defined.)

Parcel 24.

(a) Required Activities - Hotel.

(b) Permitted Uses - Commercial, retail sales, civic-governmental, semi-public, industrial, public transportation-parking.

(c) Building Requirements - (Not yet defined.)

(d) Easements - (Not yet defined.)

Parcel 25.

(a) Required Activities - Parking, railroad trackage.

(b) Permitted Uses - Public parking-transportation, commercial, industrial.

(c) Building Requirements -

1.	Envelope	Parking structures should occupy the entire site area excluding the area required for railroad tracks which will be built over. That portion of the structure and ramps fronting on the Post Office property must not interfere with or eliminate light and air from the Post Office building and operations.
2.	Coverage	(Not yet determined.)
3.	Height	Not applicable.
4.	Setbacks	(Not yet determined.)
5.	Parking	A minimum of 4,000 spaces must be provided for long term employee usage.

(d) Easements -

1.	Vehicular	Service: (Not yet determined.) Shuttle Bus: 25 ft. (minimum) right-of-way directly related to the pedestrian right-of-way through the parking structures and grade-separated from railroad tracks and parking ramps.

2. Pedestrian — 25 ft. (minimum) all weather right-of-way through the parking structures grade-separated from railroad tracks and parking ramps.

3. M.B.T.A. Facilities — Not applicable.

(e) Other Requirements -

1. All stairs, escalators and elevators serving parking levels must be located on the pedestrian and shuttle bus right-of-way.

2. Public toilets, waiting rooms, and package storage must be provided within each garage.

3. If commercial activities are provided within or on air rights above the parking structures, they must not generate business traffic which would interfere with the traffic flow within and around the parking facilities.

4. Signalization, signing and lighting shall be integrated with the parking structures and approach-ways in order to create an identity of building purpose and use while traveling at high speeds and thereby reduce driver confusion.

6. Objectives for Hinge Block Sub-Area

(Extent of redevelopment in this area is not yet determined.)

D. Effective Date of Land Use Provisions and Project Control

The above controls and requirements shall become effective upon approval of this Urban Renewal Plan by the Boston City Council and shall be incorporated, by inclusion or reference, in each instrument of disposal. The period of effectiveness shall be forty (40) years, and the controls and requirements shall be subject to amendment and revision only upon review and approval by the Boston Redevelopment Authority.

E. Applicability of Land Use and Building Controls to Real Property Not to be Acquired

The regulations stipulated herein for properties to be acquired for redevelopment are applicable to properties not be acquired except those regulations which pertain to the construction of new buildings. In the event of demolition of the existing structure on a parcel which is not to be acquired, all regulations will apply to the redevelopment of that parcel.

SECTION 3. PROJECT PROPOSALS

301 Land Acquisition

A. U.R.P. Map #3, Identification of real property acquired or to be Acquired for:

1. Clearance and redevelopment.

2. Public facilities - public parking areas, public rights-of-way and easements, public buildings and facilities, public open space, pedestrian areas, and M.B.T.A. buildings, rights-of-way and facilities.

3. Rehabilitation and conservation.

B. Special Conditions Under Which Properties Not Designated for Acquisition May be Acquired:

U.R.P. Map #3, Land Acquisition, identifies buildings to be rehabilitated. The Boston Redevelopment Authority shall acquire any property which does not comply with the minimum environmental and structural property standards and procedures outlined below. A continuous enforcement of the applicable existing codes, zoning ordinance, and other regulations of the City of Boston will be in effect and enforced within all of the project area. All properties shall be required to meet at least the minimum standards contained in these city codes and in the rehabilitation standards listed in Section 302. In order to insure the elimination of substandard conditions as a principal objective of this Urban Renewal Plan and to aid in the substantial improvement of the project, the Boston Redevelopment Authority reserves the right to acquire any property which:

1. is not brought into compliance with all of the applicable laws, codes, ordinances, regulations within a five year period; or

2. is considered as detrimental to surrounding commercial and residential environment and is not in accordance with the objectives of this Urban Renewal Plan in terms of use, degree of occupancy, or physical condition; or

3. is in such condition that the correction of deficiencies to meet the plan standards cannot be accomplished; or

4. is for the purpose of providing adequate public improvements or facilities necessary to the development of the project area.

C. Special Conditions Under Which Properties Identified to be Acquired May be Exempted from Acquisition:

The Boston Redevelopment Authority may determine not to acquire any property identified on the Land Acquisition Map, provided such property is in standard condition or will be put into

standard condition as specified by the Boston Redevelopment Authority in accordance with the rehabilitation standards set forth in Section 302, provided that said property or properties will not conflict with the project improvements as outlined in the U.R.P. Map #2, Land Use Map.

302 Rehabilitation and Conservation

(Not to be included until rehabilitation study is undertaken and completed.)

303 Redeveloper's Obligations

Disposition of all land to parties other than the Boston Redevelopment Authority will be made by means of a contract for sale or lease which shall specify, among other things, that the purchaser or lessee shall:

1. Comply with design controls:

   (a) Become familiar with the overall urban renewal plan and its objectives.
   (b) Submit design proposals for redevelopment or rehabilitation to the Boston Redevelopment Authority.
   (c) Comply with all planning and design provisions and purposes of the Urban Renewal Plan.

2. Agree to construct and complete improvements in accordance with provisions of this Urban Renewal Plan within a reasonable time.

3. Agree to provide a bond or other surety acceptable to the Boston Redevelopment Authority to insure performance under the contract of sale, and to assure construction within a reasonable time.

4. Agree that the property shall not be sold or transferred prior to the completion of improvements without the prior written approval of the Boston Redevelopment Authority.

5. Agree to give preferential consideration to businesses in the project area for lease or purchase of appropriate facilities.

6. Agree on behalf of itself and its successors and assigns not to discriminate upon the basis of race, color, creed, or national origin in the sale, lease, or rental or in the use or occupancy of the property or any improvements erected or to be erected thereon, or any part thereof.

304 Underground Utility Lines (To be prepared by BRA)

SECTION 4. OTHER PROVISIONS NECESSARY TO MEET STATE AND LOCAL REQUIREMENTS

(Not included - to be completed by Boston Redevelopment Authority)

SECTION 5. PROCEDURES FOR CHANGES IN APPROVED PLAN

This Urban Renewal Plan may be amended in accordance with applicable law.

G 922D
Reference
C.B.D. Draft Urban Renewal Plan.

BOSTON PUBLIC LIBRARY
3 9999 06315 287 8